

## 5. INTERCONNECTED CITY – LAND USE AND TRANSPORTATION DIAGRAM

Land use and transportation are inextricably linked, as land use patterns create specific travel needs. Compact, mixed-use development reduces travel distances, encourages active transportation modes that contribute to a healthful community, and reduce greenhouse gas emissions. The adjacency of most identified Growth Areas and transit facilities also exhibits the close ties between land use and transportation.

As detailed in prior chapters of this Plan, San José's roots are in agriculture. As the City grew and developed, the vast majority of its land was dedicated to single-family detached residential uses. The natural setting has influenced development patterns here, with more rural development typically occurring in and adjacent to San José's eastern and southern hillsides and more intensive development on the Valley floor.

The City's transportation infrastructure has also significantly impacted development patterns. For over three decades, San José has implemented smart growth policies. These policies foster economic development, revitalize downtown, protect neighborhoods, build housing, preserve open space, link land use and transportation planning, and direct growth to appropriate areas. San José has enjoyed job and housing growth near transit corridors, creation of parks and neighborhood services, and a low crime rate for a major city. A strong policy foundation, proactive planning and political support have resulted in a community with a high quality of life.

Unlike the San José 2020 General Plan, which provides considerable flexibility for residential development throughout the City, the Envision San José 2040 General Plan strategy focuses all growth to identified Growth Areas and precludes large scale residential development from occurring on other sites that have not been allocated new growth capacity. This residential growth strategy directly supports the Urban Villages & Corridors and the Design for a Healthy Community City Concepts.

The Transportation Network Diagram highlights transportation routes in the City and identifies modal options and priorities along varying routes.

This chapter concludes with the Land Use/Transportation Diagram, which identifies locations, types, and intensities of employment, residential, and mixed-use growth throughout the City. The Land Use/Transportation Diagram gives geographic reference and a spatial context to the goals and policies of the General Plan.

## **Land Use Diagram Concepts**

Building on the General Plan Vision and City Design Concepts, the Land Use / Transportation Diagram identifies locations, types, and intensities of employment, residential, and mixed-use growth throughout San Jose. It gives geographic reference and a spatial context to the goals and policies of the General Plan. The Diagram also illustrates the inextricable link between land uses and the transportation network. It must be used in conjunction with the goals, policies, and implementation actions in this General Plan.

The General Plan Update Land Use/ Transportation Diagram is formulated upon the following key concepts:

- Generalized Land Use Designations,
- Designated Growth Areas,
- Support for Employment Growth,
- Low Growth Areas,
- Establish Fixed Urban Growth Boundary,
- Incorporation of Specific Plans, and
- Implementation of Village Plans.

### ***Generalized Land Use Designations***

To translate the strength of the General Plan Vision, goals, and policies into the Land Use / Transportation Diagram, and to promote successful implementation of this General Plan, the Diagram includes a limited number of discrete designations applied to locations that clearly reinforce the Envision goals. The Diagram designations are particularly important to support the Growth Areas Strategy; to better support the development of mixed-use, high-density Villages; and to restrict residential growth outside of identified Growth Areas.

The *Envision San José 2040* General Plan has 29 designations, including five overlay designations. These land use designations provide significant flexibility and opportunity for the development of employment uses in both mixed-use and standard configurations. They also preserve or potentially reduce lower residential densities outside of the Growth Areas. The relationship between the 91 land use designations included in the *San José 2020* General Plan and the 29 land use designations included in this *Envision San José 2040* General Plan is provided in Appendix 3.

### ***Designated Growth Areas***

Directing growth to identified areas and creating complete Villages are top priorities for the *Envision San José 2040* General Plan. The Land Use / Transportation Diagram has a series of designations that identify targeted locations for growth intensification, including but not limited to the Downtown, Village Areas, Transit Employment Centers, and Specific Plan Areas. These areas were selected as the best areas of the City for new growth to further the Plan Vision and associated environmental, fiscal, economic, and transportation goals, including but not limited to support for increased transit use and protection of open spaces and hillsides. Almost all areas with existing or planned fixed transit stops (light rail, heavy rail, BART, high-speed rail) and corridors with existing or planned Bus Rapid Transit are identified as high-growth areas in order to encourage increased public transit use.

### ***Support for Employment Growth***

The *Envision San José 2040* General Plan strongly identifies and promotes job growth as critical for fiscal sustainability in San José's future. Economic Development Policies include a Jobs / Employed Resident (J/ER) ratio goal of 1.3. In order to achieve this goal, employment lands from the San José 2020 General Plan are retained and additional employment land capacity is added in select locations. The most notable addition to employment capacity (compared to the San José 2020 General Plan) is within the Alviso planning area, on the Water Pollution Control Plan lands.

To support growth in employment and commercial activity, the *Envision San José 2040* General Plan provides flexibility for mixing of land uses with a particular emphasis upon allowing more flexibility for commercial uses to develop within predominantly residential areas of the city. The resulting land use designations and various Land Use Policies accordingly provide significant support for new mixed-use development. In most instances, these mixed-use designations and policies provide additional flexibility for accommodating commercial uses beyond what was allowed in the *San José 2020* General Plan.

### ***Low-Growth Areas***

Recognizing that much of the land area in San José has a fully developed land use pattern that will remain for the foreseeable future and that the dispersal of new residential growth citywide would be counter to various Envision goals, the Land Use / Transportation Diagram limits growth in most existing neighborhood areas through application of the Residential Neighborhood designation. Use of this designation acknowledges the city's built-out character and supports the primary Envision goal to limit new development outside of the identified Growth Areas while also protecting environmentally sensitive sites and strengthening the Urban Growth Boundary. Through the Residential Neighborhood designation, the series of low to middle density residential designations in the *San José 2020* General Plan are consolidated into fewer designations with generally lower allowable densities for non-Growth Areas, accompanied by more flexible designations providing for a broader range and intensity of mixed uses within Growth Areas.

Residential designations in the *Envision San Jose 2040* General Plan place significant emphasis upon identifying the desired neighborhood form and character for residential and mixed use areas. In much of San Jose not designated for growth in the *Envision* General Plan, new residential development in these designations will primarily reflect the character of development in the existing neighborhoods.

### ***Establish Fixed Urban Growth Boundary***

State-of-the-art mapping technology gives the City the ability to clearly identify and delineate the location of the 15% Slope Line and its relationship to the City's Greenline/Urban Growth Boundary (UGB) on the Land Use/Transportation Diagram. Both the 15% Slope Line and the UGB are included within the Land Use / Transportation Diagram, and expansion of the UGB above the 15% Slope Line is prohibited in accordance with the applicable Land Use Goals & Policies. The Urban Growth Boundary provides clarity as to the lands appropriate for development within San Jose. This General Plan establishes unique land use designations and

specific policies that are applied to lands outside the UGB to reinforce the General Plan goal to direct new urban development to areas within the City's Urban Growth Boundary while preserving areas outside the UGB for primarily open space, habitat, parkland or agricultural activities. These areas outside of the UGB should be designated as Open Hillside, Agriculture or Open Space, Parklands and Habitat in the bay lands located within Alviso, and used to form a greenbelt along the City's eastern and southern boundaries

### ***Incorporation of Specific Plans***

The *Envision San José 2040* General Plan and Plan Land Use / Transportation Diagram incorporate six of the nine Specific Plan or Planned Residential Communities that were contained within the *San Jose 2020 General Plan*. Of these, the Midtown and Tamien Specific Plan areas are assigned additional job and housing growth capacity. The Alviso Specific Plan Area is assigned additional job growth capacity. The Communications Hill, Jackson-Taylor, and Martha Gardens are incorporated without change in growth capacity. The Rincon South Specific Plan has been retired as a Specific Plan, but maintained as a Village Plan to fulfill the Village Planning requirements set forth in the Implementation chapter of this General Plan. Areas of the City previously addressed through the Berryessa Planned Residential Community, Evergreen Specific Plan and Silver Creek Specific Plans have been sufficiently developed and have Master Planned Development Zoning Districts that provide specific development standards and additional design guidelines; it is no longer necessary to maintain Specific Plans for these areas. *Envision* Land Use / Transportation Diagram designations have been applied in the Specific Plan areas to align to the degree possible with their goals and policies, but reference to the Specific Plan is necessary to further define the allowable land uses therein.

### ***Implementation of Village Plans***

The *Envision San José 2040* General Plan and Plan Land Use / Transportation Diagram supports the use of Village Plans as a critical tool for the implementation of the General Plan and Plan Diagram. Village Plans are prepared through the process established within the Implementation Chapter of this General Plan. Although Village Plans are not directly incorporated into the General Plan, they are critical to the implementation of General Plan goals and policies. Zoning and planning entitlement actions should be evaluated for their consistency with the pertaining Village Plan in order to determine General Plan consistency.

## Land Use Designations

To implement the goals and policies of the *Envision* General Plan, the following designations are included on the Land Use / Transportation Diagram. Identified residential densities and Floor Area Ratios are prescriptive, except when explicit exceptions are noted or when lower intensities are required in order to avoid significant aesthetic impacts under the California Environmental Quality Act (e.g., lower intensity development is needed to be compatible with a National Register or City Landmark Historic District). Stated residential densities are often referenced as “up to” a certain number of dwelling units per acre. Policies in this General Plan may dictate that a density lower than the maximum is appropriate for a site. Similarly, General Plan policies may dictate that a density close to the maximum allowable density is appropriate for a site. Identified ranges for number of stories are not prescriptive and are intended only as a general reference for understanding typical building scales expected within a given designation.

### ***Downtown***

**Density:** Up to 350 DU/AC; FAR Up to 15.0 (3 to 30 stories)

This designation includes office, retail, service, residential, and entertainment uses in the Downtown. Redevelopment should be at very high intensities, unless incompatibility with other major policies within the General Plan (such as Historic Preservation Policies) indicates otherwise. Where single-family detached homes are adjacent to the perimeter of the area designated as Downtown, new development should serve as a transition to the lower-intensity use while still achieving urban densities appropriate for the perimeter of downtown in a major metropolitan city. All development within this designation should enhance the “complete community” in downtown, support pedestrian and bicycle circulation, and increase transit ridership.

Residential projects within the Downtown designation should generally incorporate ground floor commercial uses. This designation does not have a minimum residential density range (DU/AC) in order to facilitate mixed-use projects that may include small amounts of residential in combination with significant amounts of non-residential use. Such mixed-use projects should be developed within the identified FAR range of up to 15.0. The broad range of uses allowed in Downtown could also facilitate medical office uses or full-service hospitals.

The Downtown Urban Design Policies speak to the urban, pedestrian-oriented nature of this area. As such, uses that serve the automobile should be carefully controlled in accordance with the Downtown Land Use Policies.

### ***Commercial Downtown***

**Density:** FAR Up to 15.0 (3 to 30 stories)

This designation includes office, hotel, retail, service, and entertainment uses in the City’s Downtown, area, consistent with those supported by the Downtown designation, but denotes areas in which residential uses are not appropriate and therefore are excluded. Redevelopment should be at very high intensities, unless incompatibility with other major policies within the General Plan (such as Historic Preservation Policies) indicates otherwise. Where single-family

detached homes are adjacent to the perimeter of the area designated as Downtown, new development should serve as a transition to the lower-intensity use while still achieving urban densities appropriate for the perimeter of downtown in a major metropolitan city. All development within this designation should enhance the “complete community” in downtown, support pedestrian and bicycle circulation, and increase transit ridership. The broad range of uses allowed in Downtown could also facilitate medical office uses or full-service hospitals.

The Downtown Urban Design Policies speak to the urban, pedestrian-oriented nature of this area. As such, uses that serve the automobile should be carefully controlled in accordance with the Downtown Land Use Policies.

## ***Urban Village***

**Density:** 55\* to 250 DU/AC; FAR Up to 10.0 (3 to 10 stories)

The Urban Village designation is applied within the Urban Village areas that are planned in the current Horizon to accommodate higher density housing growth along with a significant amount of job growth. This designation is also applied in some cases to specific sites within Urban Village Overlay areas that have received entitlements for Village type development. This designation supports a wide variety of commercial, residential, institutional or other land uses with an emphasis on establishing an attractive urban form in keeping with the Urban Village concept. Development within the Urban Village designation should conform to land use and design standards established with an adopted Urban Village Plan, which specifies how each Urban Village will accommodate the planned housing and job growth capacity within the identified Urban Village Growth Area. Prior to preparation of an Urban Village Plan, this designation supports uses consistent with those of the Neighborhood Community Commercial designation, as well as development of Signature Projects as described in the General Plan Implementation policies. Following preparation of an Urban Village Plan, the appropriate use for a site will be commercial, residential, mixed-use, public facility or other use as indicated within the Urban Village plan.

Urban Village Plans provide more detailed information related to the allowed uses, density and FAR for particular sites within each Urban Village area and may also recommend that some sites within the Urban Village area be changed to another Land Use designation. The minimum density for development that includes a significant residential component is at least 55 DU/AC, although lower residential densities are acceptable for mixed-use projects that include small amounts of residential in combination with significant amounts of non-residential square footage or on specific sites identified within the Urban Village plan as being appropriate for development at a lower density so as to be compatible with adjacent land uses. The appropriate density for mixed-use projects is that which can be accommodated under a maximum FAR of 10.0, or as determined by a more specific density range established within the Urban Village Plan. For projects that are wholly employment uses, a lower FAR than indicated in the Urban Village Plan are also appropriate to facilitate development of interim employment uses. All projects must still meet the Community Design Policies in this plan and in the applicable Urban Village Plan. For Signature Projects, the appropriate minimum density is the density needed to be consistent with the Signature Project policies. The allowable density for this designation is further defined within

the applicable Zoning Ordinance designation and may also be addressed within an Urban Village Plan or other policy document.

### ***Transit Employment Center***

**Density:** FAR Up to 12.0 (4 to 25 stories)

This designation is applied to areas planned for intensive job growth because of their importance as employment districts to the City and high degree of access to transit and other facilities and services. To support San Jose's growth as a Regional Employment Center, it is useful to designate such key Employment Centers along the light rail corridor in North San José, in proximity to the BART and light rail facilities in the Berryessa/Milpitas area, and in proximity to light rail in the Old Edenvale area. All of these areas fall within identified Growth Areas and have access to transit and other important infrastructure to support their intensification. Uses allowed in the Industrial Park designation are appropriate in the Transit Employment Center designation, as are supportive commercial uses. The North San José Transit Employment Center will continue to allow limited residential uses, while other Employment Centers should only be developed with industrial and commercial uses.

An important difference between this designation and the Industrial Park designation is that the development intensity and site design elements in Transit Employment Center areas should reflect a more intense, transit-oriented land use pattern than that typically found in Industrial Park areas. This designation permits development with retail and service commercial uses on the first two floors; with office, research and development or industrial use on upper floors; as well as wholly office, research and development, or industrial projects. The development of large hotels of at least 200 rooms and four or more stories in height is also supported within Transit Employment Centers. New development should orient buildings toward public streets and transit facilities and include features to provide an enhanced pedestrian environment.

### ***Regional Commercial***

**Density:** FAR Up to 12.0 (1 to 25 stories)

These commercial areas attract customers from a regional area and play an important fiscal and economic role for the City. This designation is applied primarily to existing regional shopping centers, though sometimes it may reflect the cumulative attraction of a regional center and one or more nearby community or specialty commercial centers, or two or more community or specialty centers in close proximity whose combined drawing power is of a regional scale. The designation supports a very wide range of commercial uses, which may develop at a wide range of densities. Large shopping malls, and large or specialty commercial centers that draw customers from the greater regional area are appropriate in this designation along with office uses ranging in intensity up to a 12.0 FAR. Hospitals and private community gathering facilities can also be considered in this designation. This General Plan supports intensification and urbanization of Regional Commercial areas in order to promote increased commercial activity and more walkable, urban environments in Regional Commercial districts.



### ***Mixed Use Commercial***

**Density:** Up to 50 DU/AC, FAR 0.5 to 3.0 (1 to 6 stories)

This designation is intended to accommodate a mix of commercial and residential uses with an emphasis on commercial activity as the primary use and residential activity allowed in a secondary role. New development of a property with this designation should accordingly include commercial space equivalent to at least a 0.5 FAR for the property with a typically appropriate overall FAR of up to 3.0, allowing for a medium intensity of development. This designation therefore is more commercially focused than the Mixed Use Neighborhood designation and also allows for a greater intensity of use. Appropriate commercial uses include neighborhood retail, mid-rise office, medium scale hospitals or other health care facilities, and medium scale private community gathering facilities. Low impact industrial uses are appropriate if they do not pose a hazard to other nearby uses.

### ***Neighborhood/Community Commercial***

**Density:** FAR Up to 2.0 (1 to 4 stories)

This designation supports a very broad range of commercial activity, including commercial uses that serve the communities in neighboring areas, such as neighborhood serving retail and services and commercial/professional office development. Neighborhood / Community Commercial uses typically have a strong connection to and provide services and amenities for the nearby community and should be designed to promote that connection with an appropriate urban form that supports walking, transit use and public interaction. General office uses, hospitals and private community gathering facilities are also allowed in this designation.

### ***Combined Industrial/Commercial***

**Density:** FAR Up to 12.0 (1 to 24 stories)

This category allows a significant amount of flexibility for the development of a varied mixture of compatible commercial and industrial uses, including hospitals and private community gathering facilities. Properties with this designation are intended for commercial, office, or industrial developments or a compatible mix of these uses. This designation occurs in areas where the existing development pattern exhibits a mix of commercial and industrial land uses or in areas on the boundary between commercial and industrial uses. Development intensity can vary significantly in this designation based on the nature of specific uses likely to occur in a particular area. In order to maintain an industrial character, small, suburban strip centers are discouraged in this designation, although larger big-box type developments may be allowed because they mix elements of retail commercial and warehouse forms and uses.

While this designation potentially accommodates a wide variety of uses and building forms, more specific guidance should be provided through the application of the Zoning Ordinance in order to establish use and form standards that will promote the development of a cohesive employment area across multiple adjoining properties that share this designation.

## ***Industrial Park***

**Density:** FAR Up to 10.0 (2 to 15 stories)

The Industrial Park designation is an industrial designation intended for a wide variety of industrial users such as research and development, manufacturing, assembly, testing and offices. This designation is differentiated from the Light Industrial and Heavy Industrial designations in that Industrial Park uses are limited to those for which the functional or operational characteristics of a hazardous or nuisance nature can be mitigated through design controls. Hospitals may be appropriate within this designation, provided that it can be demonstrated that they will not be incompatible with Industrial Park uses or other nearby activities. Areas identified exclusively for Industrial Park uses may contain a very limited number of supportive and compatible commercial uses, when those uses are of a scale and design providing support only to the needs of businesses and their employees in the immediate industrial area. These commercial uses should typically be located within a larger industrial building to protect the character of the area and maintain land use compatibility. One primary difference between this use category and the "Light Industrial" category is that, through the Zoning Ordinance, performance and design standards are more stringently applied to Industrial Park uses.

## ***Light Industrial***

**Density:** FAR Up to 1.5 (1 to 3 stories)

This designation is intended for a wide variety of industrial uses and excludes uses with unmitigated hazardous or nuisance effects. Warehousing, wholesaling, and light manufacturing are examples of typical uses in this designation. Light Industrial designated properties may also contain service establishments that serve only employees of businesses located in the immediate industrial area. Office and higher-end industrial uses, such as research and development, are discouraged in order to preserve the scarce, lower cost land resources that are available for companies with limited operating history (start-up companies) or lower cost industrial operations.

Because of the limited supply of land available for industrial suppliers/services firms in the city, Land Use Policies in this General Plan restrict land use changes on sites designated Light Industrial. Design controls for this category of use are not as stringent as for the "Industrial Park" uses.

## ***Heavy Industrial***

**Density:** FAR Up to 1.5 (1 to 3 stories)

This category is intended for industrial users with nuisance or hazardous characteristics which for reasons of health, safety, environmental effects, or welfare are best segregated from other uses. Extractive and primary processing industries are typical of this category. Office, and research and development uses are discouraged under the designation in order to reserve development sites for traditional industrial activities, such as heavy and light manufacturing and warehousing. The Heavy Industrial designation is also the appropriate category for solid waste transfer and processing stations, if those sites meet other General Plan policies. Very limited scale retail sales and service establishments serving nearby businesses and their employees may be considered appropriate where such establishments do not restrict or preclude the ability of surrounding Heavy Industrial land from being used to its fullest extent and are not of a scale or design that

depend on customers from beyond normal walking distances. Any such uses should be clearly incidental to the industrial user on the property and integrated within an industrial building.

The Heavy Industrial designation is applied only to areas where heavy industrial uses presently predominate. Because of the limited supply of land available for heavy industrial uses, the Land Use Policies in this General Plan restrict land use changes in areas reserved exclusively for industrial uses.

### ***Public/Quasi-Public***

**Density:** FAR N/A

This category is used to designate public land uses, including schools, colleges, corporation yards, homeless shelters, libraries, fire stations, water treatment facilities, convention centers and auditoriums, museums, governmental offices and airports. Joint development projects which include public and private participation - such as a jointly administered public/private research institute or an integrated convention center/hotel/restaurant complex - are allowed. This category is also used to designate lands used by some private entities, including private schools, daycare centers, hospitals, public utilities, and the facilities of any organization involved in the provision of public services such as gas, water, electricity, and telecommunications facilities that are consistent in character with established public land uses. Private community gathering facilities, including those used for religious assembly or other comparable assembly activity, are also appropriate on lands with this designation. The appropriate intensity of development can vary considerably depending on potential impacts on surrounding uses and the particular Public/Quasi-Public use developed on the site.

### **Alviso Water Pollution Control Plant Buffer Lands**

One of the larger areas within the City designated as Public/Quasi-Public is the City-owned buffer lands surrounding the Water Pollution Control Plant. Due to planned changes to the Plant's operations, it is anticipated that the current extensive buffer land area will not be needed in the future. The City is currently in the process of preparing a Master Plan for reuse of these buffer lands for a variety of new uses, including additional employment capacity. Accordingly the General Plan includes job growth capacity for the buffer land area to support future expansion of employment uses. Upon completion of the Plant Master Plan, the City may amend the General Plan Land Use / Transportation Diagram and Plan policies to incorporate the outcome of the Plant Master Plan process.

### ***Transportation and Utilities***

Lands with this designation are in primary use as transportation or utility corridors. This designation is mostly applied to active or inactive railroad line and high-voltage power line corridors, but also is appropriate for other similar infrastructure corridors that are not either in the public right-of-way or on lands designated as Public/Quasi-Public. Trails are also an appropriate use for this designation provided that the corridor is not currently in use as an active railroad line or other use that would potentially result in a land use conflict or hazardous situation.

### ***Transit Residential***

**Density:** 50-250 DU/AC; FAR 2.0 to 12.0 (5 to 25 stories)

This is the primary designation for new high-density, mixed-use residential development sites that are located in close proximity to transit, jobs, amenities, and services. This designation may also be appropriate for some sites within Village areas as identified through a Village Planning process. This designation also supports intensive commercial employment uses, such as office, retail, hotels, hospitals and private community gathering facilities. To help contribute to “complete communities,” commercial uses should be included with new residential development in an amount consistent with achievement of the planned job growth and Village Plan for the relevant Village area. The allowable density/intensity for mixed-use development will be determined using an FAR 2.0 to 12.0 to better address the urban form and potentially allow fewer units per acre if in combination with other uses such as commercial or office. The allowable density for this designation is further defined within the applicable Zoning Ordinance designation and may also be addressed within a Village Plan or other policy document.

### ***Urban Residential***

**Density:** 30-95 DU/AC; FAR 1.0 to 4.0 (3 to 12 stories)

This designation allows for medium density residential development and a fairly broad range of commercial uses, including retail, offices, hospitals, and private community gathering facilities, within identified Urban Villages, in other areas within the City that have existing residential development built at this density, within Specific Plan areas, or in areas in close proximity to a Village or transit facility where intensification will support those facilities. Any new residential development at this density should be in Growth Areas or, on a very limited basis, as infill development within areas with characteristics similar to the Urban Village areas (generally developed at high-density and in proximity to transit, jobs, amenities and other services). The allowable density for this designation is further defined within the applicable Zoning Ordinance designation and may also be addressed within an Urban Village Plan or other policy document. This designation is also used to identify portions of Urban Village areas where the density of new development should be limited to a medium intensity in order to provide for a gradual transition between surrounding low-density neighborhoods and other areas within the Urban Village suitable for greater intensification. The allowable density/intensity for mixed-use development will be determined using an allowable FAR (1.0 to 4.0) to better address the urban form and potentially allow fewer units per acre if in combination with other uses such as commercial or office. Developments in this designation would typically be three to four stories of residential or commercial uses over parking.

### ***Mixed Use Neighborhood***

**Density:** up to 30 DU/AC; FAR 0.25 to 2.0 (1 to 3.5 stories)

This designation is applied to areas intended for development primarily with either townhouse or small lot single-family residences and also to existing neighborhoods that were historically developed with a wide variety of housing types, including a mix of residential densities and forms. This designation supports commercial or mixed-use development integrated within the Mixed Use Neighborhood area. Existing neighborhoods with this designation are typically characterized by a prevalence of atypical lot sizes or shapes and a parcel-by-parcel development pattern where

small townhouse development may exist adjacent to more traditional single-family development or more intense multi-family development.

This designation should be used to establish new neighborhoods with a cohesive urban form, to provide transition between higher-density and lower-density neighborhoods, or to facilitate new infill development within an existing area that does not have an established cohesive urban character. Small lot single-family neighborhoods with this designation may involve zero lot-line or other design features not available through a standard subdivision process.

Because, within such mixed neighborhoods, the established overall neighborhood density and character is more intense than that found in typical single-family detached neighborhoods, it is appropriate to allow for infill development in Mixed Use Neighborhood areas that includes medium density residential uses such as townhouses or stacked flats and some opportunity for live/work, residential/commercial, or small stand-alone commercial uses.

Hospitals and other healthcare facilities may potentially be located within Mixed Use Neighborhood areas provided that any potential land use impacts can be mitigated. This designation may also be appropriate for areas in close proximity to urban amenities (such as transit stations), but that are not within a proposed Village area.

Development within this designation should occur through use of standard Zoning Districts which specify the minimum lot size. Development at higher ends of the density range will typically require larger lot sizes (or a combination of existing lots) and must still meet Community Design Policies in this General Plan and applicable design guidelines. The allowable density/intensity for mixed-use development will be determined using an allowable Floor Area Ratio (FAR) (0.25 to 2.0) rather than Dwelling Units per Acre (DU/AC) to better address the urban form and to potentially allow fewer units per acre if in combination with other non-residential uses such as commercial or office.

## ***Residential Neighborhood***

**Density:** typically 8 DU/AC (Match existing neighborhood character); FAR up to 0.7 (1 to 2.5 stories)

This designation is applied broadly throughout the City to encompass most of the established, single-family residential neighborhoods, including both the suburban and traditional residential neighborhood areas which comprise the majority of its developed land. The intent of this designation is to preserve the existing character of these neighborhoods and to strictly limit new development to infill projects which closely conform to the prevailing existing neighborhood character as defined by density, lot size and shape, massing and neighborhood form and pattern. New infill development should improve and/or enhance existing neighborhood conditions by completing the existing neighborhood pattern and bringing infill properties into general conformance with the quality and character of the surrounding neighborhood. New infill development should be integrated into the existing neighborhood pattern, continuing, and where applicable extending or completing, the existing street network. The average lot size and orientation and form of new structures for any new infill development must therefore generally match the typical lot size and building form of any adjacent development, with particular

emphasis given to maintaining consistency with other development that fronts on to a public street to be shared by the proposed new project.

Existing development within this designation will typically have a density of approximately 8 DU/AC, but in some cases this designation may be applied to areas already developed at slightly higher or slightly lower densities. New infill development should conform to the General Plan design guidelines for Residential Neighborhoods and be limited to a density of 8 DU/AC or the prevailing neighborhood density, whichever is lower. For example, on a site bordered by development with a prevailing average density of 5 DU/AC, new development should include the number of units that would most closely match this density. An alternative density may be appropriate if it would result in an infill development that matches existing development along the same street from which the new houses take direct access.

Only in cases where new development is completely separated from existing neighborhoods by freeways, major expressways, or a riparian corridor or other similar barrier, will it be permissible for the new development to establish a unique character as defined by density, lot size and shape. Similarly, for infill projects where 50% or more of the development on the same block (both sides of the street) is developed at a density greater than 8 DU/AC, new development can match the prevailing density. For any new project to exceed 8 DU/AC, it is necessary that: (1) other policies in this Plan are met, (2) applicable design guidelines are met, and (3) development does not exceed 16 DU/AC. For example, on a site bordered by development with a prevailing average density of 12 DU/AC, new development should include the number of units that would most closely match this density, provided that it would also meet the applicable design guidelines and other General Plan policies.

Reinforcing this General Plan's Growth Area Strategy to direct intensified development to areas with better access to services and transit, some areas currently developed with a mix of single-family and duplex uses are designated as Residential Neighborhood to discourage their further intensification.

This designation supports the development of new commercial uses within established residential neighborhoods if located on busier streets or at street intersections, and provided such development does not negatively impact the surrounding neighborhood. Hospitals and other healthcare facilities may potentially be located within such areas provided that any potential land use impacts can be mitigated. New commercial uses are discouraged on small existing streets unless it can be clearly demonstrated that the commercial use can integrate with the existing residential neighborhood without creating adverse impacts. Commercial uses in these locations will typically be limited to home occupations or similar home-based commercial activities unlikely to create a nuisance within the established Residential Neighborhood setting. Private Community Gathering Facilities compatible with the surrounding residential neighborhood are also supported under this land use designation.

### ***Rural Residential***

**Density:** up to 2 DU/AC (Match existing land use pattern); FAR up to 0.35 (1 to 2.5 stories)

This designation is applied to areas already largely developed for residential use with a low density or rural character. Any new infill development should be limited to densities that match the

established density, lot size and shape, and character of surrounding properties. Properties with this designation that have existing zoning entitlements or traffic allocations in place may proceed with development of those entitlements, even if at a higher density than 2 DU/AC or existing land use pattern. New development in this designation may also be limited to densities lower than 2 DU/AC due to issues such as geologic conditions, grading limitations, proximity to creeks, or higher costs for provision of services. Since this designation is planned on the fringes of the City, the type and level of services required to support future developments in this category is expected to be less than that required for more urban land uses. Projects should minimize the demand for urban services and provide major funding for construction of service facilities necessitated for the project. Discretionary development permits should be required for new development and subdivisions in these areas to provide a mechanism to address public service levels, grading, geologic, environmental, aesthetics, and other issues.

### ***Lower Hillside***

**Density:** up to 1 DU/5 AC (Match existing land use pattern); FAR up to 0.35 (1 to 2.5 stories) This designation is applied to properties at the edge of the developed City, just inside its Urban Growth Boundary (UGB) and at the limit of the Urban Service Area (USA), but where urbanization has already partially occurred and where urban infrastructure and services (streets, utilities, etc.) are already available. This designation is applied to properties located downhill from the UGB, but that typically have hillside characteristics and which typically have a higher cost for the provision of public services. Development of Lower Hillside properties is not intended to expand the City or create new areas of development, but rather to allow for limited infill that completes the existing pattern of development at its edge. New residential development is limited to one dwelling unit per existing lot, with new subdivisions not to exceed one dwelling unit per five acres (1 DU/5 AC).

While most properties with this designation will be maintained at the current level of development, in some instances existing vacant or underutilized Lower Hillside properties support new infill development. In either case, Lower Hillside properties should be maintained largely as open space, with development limited in scale and location to preserve the visual and habitat benefits of open space areas. An open space character is prevalent in these areas, which frequently contain important watersheds, natural habitats, and prime percolation soil areas which should be preserved from the encroachment of urban densities. Projects developed under this designation should be designed to minimize their visibility, to enhance the open space character of the hillsides, to avoid geologic hazards and negative impacts to natural environments, and to preserve and enhance the aesthetic qualities of the natural terrain.

Lower densities may be necessary in some locations to address the geologic, environmental, aesthetic, and public service issues mentioned above. Discretionary development permits should be required for new development and subdivisions in these areas to provide a mechanism to address the aforementioned issues.

## ***Agriculture***

**Density:** minimum 20 acre parcels (1 to 2.5 stories)

Sites in the Agriculture designation are intended for a variety of agricultural uses, including grazing, dairying, raising of livestock, feedlots, orchards, row crops, nursery stock, flower growing, ancillary residential uses, ancillary commercial uses such as fruit stands, and the processing of agricultural products. Consistent with other General Plan goals and policies, agricultural practices are encouraged which follow ecologically sound practices and which support economic development, provide open space and link to the region's history. The Agriculture designation supports more intensive agricultural uses than are supported by the Open Hillside designation.

Building intensity in this designation will be greatly limited. The minimum parcel in areas designated as Agriculture is 20 acres in size. This designation is intended to support existing and future agricultural uses on properties. No uses or structures are allowed that would require urban services, such as sanitary sewers or other urban street improvements. Some ancillary, supportive uses can be allowed in accordance with the Rural Agriculture Goals & Policies in this General Plan.

## ***Private Recreation and Open Space***

**Density:** N/A

The Private Recreation and Open Space areas allow a broad range of recreation or open space uses, located within the Urban Growth Boundary, and typically at a higher intensity than those found on lands with the Open Space, Parklands, and Habitat designation. Possible recreation uses include amusement parks, country clubs, golf courses, tennis clubs, driving ranges, recreational vehicle parks, private campgrounds and cemeteries. Ancillary commercial uses, such as bars and restaurants, are allowed in conjunction with private recreation uses. The intensity of any combination of buildings or structures developed under this category is expected to be limited with the majority of the land area maintained as open space, so that the Private Recreation and Open Space lands generally maintain an open space character.

## ***Open Space, Parklands and Habitat***

**Density:** N/A

These lands can be publicly- or privately-owned areas that are intended for low intensity uses. Lands in this designation are typically devoted to open space, parks, recreation areas, trails, habitat buffers, nature preserves and other permanent open space areas. This designation is applied within the Urban Growth Boundary to lands that are owned by non-profits or public agencies that intend their permanent use as open space, including lands adjacent to various creeks throughout the City. This designation is also applied outside of the Urban Growth Boundary to the bay lands located within Alviso.

New development on lands within this designation should be limited to minimize potential environmental and visual impacts, and for properties located outside of the Greenline / Urban Growth Boundary, should avoid use of non-native, irrigated vegetation or development of new structures that would alter the environmental and visual quality of native habitat areas.

Development of public facilities such as restrooms, playgrounds, educational/visitors' centers, or



parking areas can be an inherent part of City or County park properties and are appropriate for Open Space, Parklands and Habitat properties both within and outside of the Greenline / Urban Growth Boundary, but in the latter case should be sensitively located so as to minimize potential environmental and visual impacts. Within the Greenline/Urban Growth Boundary, community centers, public golf courses, and other amenities open to the public would also be allowed within publicly-owned properties in this designation.

Privately-owned lands in this designation are to be used for low intensity, open space activities. Appropriate uses for privately-owned lands in this category include cemeteries, salt ponds, and private buffer lands such as riparian setbacks. Where appropriate and where it has not otherwise been identified for use as open space (through a zoning, for instance), privately owned land in this designation may be considered for low-intensity agricultural uses provided that such uses do not involve the addition of buildings or other structures or use of irrigation on significant portions of the site.

### ***Open Hillside***

**Density:** up to 1 DU/20 AC\* (1 to 2.5 stories)

This designation is applied to areas which are located outside of the Urban Growth Boundary (UGB) with the intent of preserving a permanent greenbelt of open space and natural habitat along the City's eastern and southern edges. Within this designation, the supported uses vary slightly for lands owned publicly or privately. Publicly-owned lands within the Open Hillside designation include habitat conservation areas, open space preserves, and large-scale parklands. Privately-owned lands within the Open Hillside designation may allow a limited amount of development, including single-family dwellings, and on large sites, private recreation, and low-intensity institutional or commercial uses with the majority of the site preserved as open space, very-low intensity agricultural uses such as grazing or tree farming, or privately owned open space/habitat preserves. Publicly owned lands may also support low-intensity institutional uses. Development under this land use designation will be consistent with the Non-Urban Area Land Use development policies of the General Plan and requires discretionary development review permits.

This designation and the pertaining Land Use policies, correlate with the unique environmental, fiscal, hazard avoidance and aesthetic concerns for development within San Jose's hillside areas. Accordingly, the Open Hillside designation limits uses within this area to those which can be conducted with very little physical impact on the land, which do not require urban facilities or services, and which will have minimal visibility from the Valley floor. Specifically, new development is limited to projects that will not result in substantial direct or indirect environmental impacts upon sensitive habitat areas, special status species, geologic hazard avoidance or the visual environment.

The permissible implementation of these uses, consistent with other General Plan policies, avoids areas of valuable habitat, areas of geologic sensitivity (landsliding, soil creep, earthquake faults), and areas important for watershed and percolation. Allowed development within the Open Hillside, including new structures, roadways, landscaping or agricultural activity, minimizes grading and ensures substantial open space and wildlife corridor protections. Consistent with

Santa Clara County General Plan policies, as part of the development of Open Hillside lands, up to 90% of a site may be required to be preserved permanently as open space or conservation easement precluding future development. These goals are further addressed in the corresponding land use policies for Open Hillside development.

### **Open Hillside Residential Uses**

Residential development of a very low-density rural character is a prevalent use of privately-owned Open Hillside lands. Such development will be well integrated into the natural setting and/or combined with low-impact agricultural use of the property. The standard allowable density of residential development is one dwelling unit per 160 acres, with the maximum residential density on property with an Open Hillside designation determined by the Open Hillside Slope Density Formula. This formula defines minimum lot sizes between 20 and 160 acres (i.e., a density range of .05 to .0063 DU/AC) based on average slope of an existing legal parcel. The average slope of an existing legal parcel is calculated as follows:

$$S = 0.00229 \times IL/a$$

Where:

“S” is the average slope of the parcel in percent

“I” is the contour interval in feet;

“L” is the combined length of contour lines in feet; and,

“a” is the gross area of the parcel in acres.

This average slope of the parcel is then used to calculate the minimum land area per dwelling unit allowed on that parcel. If “S” is 10% or less, the minimum land area per dwelling unit is 20 acres. If “S” is 50% or greater, the minimum land area per dwelling unit is 160 acres. If “S” is between 10% and 50%, the minimum land area per dwelling unit is calculated as follows:

$$a = 1/[0.0609375 - (0.00109375 \times S)]$$

Where:

“a” is the minimum land area per dwelling unit; and,

“S” is the average slope of the parcel in percent.

Lower densities, i.e., larger lot sizes, may be required in some locations in order to satisfy the geologic, public service cost, watershed, natural habitat and visual concerns cited above.

### **Open Hillside Non-Residential Uses**

Open Hillside lands are suitable for low-impact agricultural uses such as animal grazing or crop production, provided that such activities do not involve significant water use, development of structures or modifications to the natural landscape. As an example, the planting of vineyards that follow the natural terrain and which do not require irrigation, is potentially an appropriate

use, while crop production or animal husbandry conducted primarily within a structure (e.g., commercial greenhouses or livestock buildings) is not appropriate.

The Open Hillside areas provide a limited opportunity for the development of institutional or commercial uses of non-urban form and character, and which contribute to the long-term preservation of the Open Hillside lands as predominantly open space areas in support of the environmental, visual, fiscal and public safety benefits of minimizing development outside of the City's Urban Growth Boundary.

Appropriate institutional and commercial uses are those which by their nature:

- 1) require remote, rural settings (e.g., rural conference centers and rehabilitation centers); or
- 2) which support the recreational or productive use, study or appreciation of the natural environment (e.g., hiking trails, camp sites, retreat centers, research institutes, and sustainable agricultural uses).

The Open Hillside designation also supports golf courses and cemeteries as potentially appropriate open space uses, provided that they conform to the pertinent Land Use policies. Development and operation of golf courses is limited to sites with the Open Hillside Golf Course Overlay.

## **Special Land Use Designations and Overlays**

The following Designations provide additional information about the uses supported by the General Plan for a specific property or identify important Land Use / Transportation Diagram features that inform the determination of land uses for specific properties within the City.

### ***Sphere of Influence***

The City's Sphere of Influence is regulated by the Santa Clara County Local Agency Formation Commission to evaluate the most efficient and effective means of providing public services. San José's Sphere of Influence is the outermost physical boundary and service area that the City is expected to serve. The planned land uses for all properties within its Sphere of Influence are indicated on the City's Land Use/Transportation Diagram.

### ***Urban Growth Boundary***

The Urban Growth Boundary (UGB), also referred to as the "Greenline", defines the ultimate perimeter of urbanization in San José. Outside of this boundary, development remains rural and open in character. The UGB also develops a clearer identity for the City by defining where it begins and ends and by preserving valuable open space and habitat resources. The intent of the UGB is to define the limit of the encroachment of development and semi-urban land uses into the hillsides that border the valley floor. San José's UGB generally follows the 15% slope line, unless geologic issues or existing land uses suggest that it should be located downhill from the 15% slope line. Areas outside the UGB should be designated Open Hillside or Open Space, Parklands, and Habitat, and they should remain outside the Urban Service Area boundary.

### ***Urban Service Area***

San José's Urban Service Area boundary defines the areas where services and facilities provided by the City and other public agencies are generally available, and where urban development requiring such services should be located. In many locations, the Urban Service Area boundary and the Urban Growth Boundary are coterminous; a notable exception is that Urban Reserves are located outside the Urban Service Area.

### ***Urban Reserve***

**Density:** N/A (No urban/suburban development through 2040)

Due to the environmental and fiscal impacts associated with development in the Urban Reserve areas, no urban or suburban development will occur there through the year 2040. The Urban Reserve designation enables the City, through a comprehensive General Plan Update, to plan and phase growth within the Urban Reserves based on need and ability to provide necessary facilities and services to support additional growth.

San José's South Almaden Valley Urban Reserve (SAVUR) is located between the Santa Cruz Mountains and the Santa Teresa Hills and southeast of Mockingbird Hill/McKean/Harry Roads which generally form the northwest boundary of the Urban Reserve area. SAVUR extends southeast toward the community of New Almaden and Calero Reservoir. The rural character of this Valley is typified by grazing and pasture lands, horses and equestrian facilities, and small farms and orchards. In the SAVUR, allowed land uses and standards in the Urban Reserve are those of the Open Hillside and Agriculture land use designations.

The Coyote Valley Urban Reserve (CVUR) generally encompasses the area between the Coyote Greenbelt and the North Coyote Campus Industrial Area. CVUR includes the Valley floor on both sides of Monterey Highway west of Coyote Creek, northwesterly of Palm Avenue and the prolongation of Palm Avenue to Coyote Creek. Agricultural and rural residential land are the existing, predominant uses in this area. In the CVUR, allowed land uses are those of the Agriculture land use designation west of Monterey Highway and those of the Agriculture, Open Hillside and Private Recreation land use designations between Monterey Highway and the Coyote Creek Park Chain, provided that such Private Recreation uses are rural in character and are compatible with both the Coyote Creek Park Chain and the image of the North Coyote Campus Industrial Area.

### ***Specific Plan Area Boundary***

The Specific Plan Area Boundary identifies an area of San José for which the City has adopted a Specific Plan or Master Plan. The adopted Specific Plans/Master Plans incorporated into this General Plan are: the Alviso Master Plan; the Communications Hills Specific Plan, the Jackson-Taylor Specific Plan, the Midtown Specific Plan, the Martha Gardens Specific Plan and the Tamien Station Area Specific Plan. The Land Use / Transportation Diagram designations for these areas regulate land uses in the same manner as elsewhere within the City, while the Specific Plan provides additional, supplemental land use policies.

Because all significant residential growth in the Envision Plan is expected to occur within identified Growth Areas, including the existing Specific Plan areas, Urban Village areas, and other

areas which have existing land use policies in place (e.g., Downtown and North San José), no new Specific Plan areas are expected.

Development within the identified Specific Plan/Master Plan areas is subject to all other applicable General Plan policies. Development within specific land use designations will conform to the normal guidelines for those designations unless special qualifications are outlined in the Specific Plan/Master Plan document.

The Envision San José 2040 Plan maintains a number of Planned Communities from the San José 2020 General Plan, as noted above. Those Specific Plan, Planned Communities or Planned Residential Communities that are retired with the adoption of the Envision Plan and incorporated herein include plans for the Berryessa, Evergreen Rincon South and Silver Creek areas. Elements of the Rincon South Specific Plan have been incorporated into this General Plan as the Urban Village Plan for corresponding Urban Village areas.

### ***Urban Village Area Boundary***

A primary strategy of the City's General Plan is to direct new employment and housing growth to identified Urban Village and Corridor Growth Areas that have the potential to develop into vibrant, walkable, mixed-use urban communities. Urban Village areas are divided into several categories depending upon their location: BART/Caltrain, Light Rail (Existing), Light Rail (Planned), Light Rail Corridors (Planned BRT/LRT), Commercial Center, and Neighborhood Villages. These Urban Village and Corridor areas are designated with the Urban Village Area Boundary to indicate their significant potential for intensification through redevelopment. In most cases these Urban Village areas have proximity to transit, existing services and other amenities that support their intensification. Each Urban Village has a planned job and housing growth capacity, the distribution of which should be carefully defined through an Urban Village Plan. Location of a site within the Urban Village Area Boundary does not necessarily allow residential or other specific uses. Specific allowable uses within the Boundary Area will be identified following preparation of an Urban Village Plan.

The Urban Village Area Boundary can also include single-family detached, historic structures, or other properties that are not intended to redevelop. The intent of including these areas in the Urban Village Area Boundary is to ensure that the Urban Village Plan for the area addresses potentially sensitive interfaces between more and less intensive uses.

Properties with an Urban Village Area Boundary have an underlying General Plan designation, and generally new development must conform to the underlying designation for the property. Most sites within areas designated as within the Urban Village Area Boundary, planned for full redevelopment in a later Plan Horizon, have a Neighborhood Community Commercial or other non-residential designation, so that new residential development is planned only to occur when the City commences the identified Plan Horizon for that Village area.

As part of the decision to commence a new Plan Horizon, the City will change the underlying designations to Urban Village or another designation that supports subsequent implementation of the Village. In some cases limited housing growth is allowed on sites within a future Horizon

Urban Village Area Boundary when explicitly consistent with the goals and policies in this General Plan. Specifically, it is possible to find conformance with the General Plan Land Use / Transportation Diagram for residential or residential-mixed use development projects on sites with a commercial or other designation, provided that those projects meet the Signature Project, incidental residential or residential Pool project criteria established within the General Plan Implementation chapter policies or conform to the uses identified for the site within an Urban Village Plan that has been accepted by the City Council. Medical offices, as well as full-service hospitals, could be appropriate near-term or long-term uses within an Urban Village.

### ***Neighborhood Business Districts***

This designation applies to commercial areas along both sides of a street, which function in their neighborhoods or communities as central business districts, providing community focus and identity through the delivery of goods and services. In addition, Neighborhood Business Districts may include adjacent non-commercial land uses.

Neighborhood Business Districts (NBDs) contain a variety of commercial and non-commercial uses which contribute to neighborhood identity by serving as a focus for neighborhood activity. This designation facilitates the implementation of a NBD Program by identifying target areas. The NBD Program seeks to preserve, enhance, and revitalize San José's neighborhood-serving commercial areas through the coordination of public and private improvements, such as streetscape beautification, facade upgrading, business organization activities, business development, and promotional events. Consistent with its Implementation and Community Design Policies, the City will schedule, coordinate, and design public improvements in Neighborhood Business Districts so that allocated funding is consistent with the City's growth strategies.

The NBD designation functions as an "overlay" designation which is applied to predominantly commercial land use designations. It is typically applied to two types of commercial areas. The first is older commercial areas where connected buildings create a predominant pattern of a continuous street façade with no, or very small setbacks from the sidewalk. Examples of this include Lincoln Avenue between Coe and Minnesota Avenues, Jackson Street between 4th and 6th Streets, and the segment of Alum Rock Avenue between King Road and Interstate 680. The second commercial area where the NBD overlay is applied typically contains a series of one or more of the following development types: parking lot strips (buildings set back with parking in front), neighborhood centers (one or two anchors plus smaller stores in one complex), or traditional, older commercial areas as described in the first NBD typology.

NBDs generally surround Main Street designations on the Transportation Network Diagram. The exceptions are The Alameda and East Santa Clara Street, which are noted as Grand Boulevards. NBDs can extend beyond the parcels immediately adjacent to a Main Street or Grand Boulevard, and they often overlap with Village Overlay designations. To enhance clarity and reduce visual clutter, the locations of NBDs are not shown on the paper copy of the Land Use/Transportation Diagram. A map showing the full extent of the NBDs is included in Appendix 9.

Within an NBD overlay, residential and commercial uses, together with related parking facilities, are seen to be complementary uses, although commercial uses oriented to occupants of vehicles, such as drive-up service windows, are discouraged along major thoroughfares within NBD areas. In areas with an NBD overlay designation, any new development or redevelopment must conform to the underlying land use designation and applicable Village Plans, Land Use Policies, and Community Design Policies. Such development must also conform to design guidelines adopted by the City.

### ***Transit Employment Residential Overlay***

**Density:** 55 to 250 DU/AC; FAR 2.0 to 12.0 (5 to 25 stories)

This overlay identifies sites within the North San José Employment Center that may be appropriate for residential development, but only in accordance with other policies contained in the North San José Area Development Policy. This overlay supports residential development as an alternate use at a minimum average density of 55 units per acre. Sites with this overlay may also be developed with uses consistent with the underlying designation. This designation permits development with commercial uses on the first two floors and residential use on upper floors, as well as wholly residential projects. Development within this category is intended to make efficient use of land to provide residential units in support of nearby industrial employment centers. Site specific land use issues and compatibility with adjacent uses should be addressed through the development permit process. Land within this overlay area may also be converted for the development of new schools and parks as needed to support residential development.

### ***Preferred Hotel Site Overlay***

**Density:** FAR 1.5 to 12.0 (4 to 25 stories)

This overlay applies to sites in North San José that are priority locations for hotel development or hotel expansion in the North San José Area Development Policy. This overlay allows for expansion or new hotel development in addition to the allowed uses consistent with the underlying General Plan designations. The location of new hotel sites within the North San José area could vary from that shown on the Land Use/Transportation Diagram as indicated in the Rincon South Village Plan. New hotels in these areas should, in general, be located so as to provide a strong street presence.

### ***“Floating” Park Site***

In most cases, locations of existing neighborhood and district parks are specifically defined on the Land Use/Transportation Diagram. However, there are cases where a park is needed, or will be needed in the future based on planned residential growth (such as in the Villages), but where no specific site has yet been identified or where details of surrounding development have not been finalized. In these cases, the designation for the park will be indicated by the letter “P.” This symbol represents a “floating” designation and is only intended to indicate a general area within which a park site will be located. The specific size, location and configuration of such park sites will be finalized only through acquisition of a particular parcel. In addition, for park sites which are specifically identified on the Land Use/Transportation Diagram, no General Plan amendment shall be required to modify the general location, size or configuration of such park sites.

### ***Open Hillside Golf Course Site***

The Golf Course Site Overlay designation is applied to Open Hillside locations (outside of the City's Urban Growth Boundary) that are either currently operating as, or may potentially be developed fully for use as a golf course at some point in the future. This floating designation is applied to specifically identified properties and allows for the potential development and operation of a golf course as an alternative to the uses otherwise allowed by the underlying base designations for those properties. Because a significant amount of prepared land area is intrinsic to a golf courses use, up to 35% of an identified Open Hillside golf course site may be disturbed with grading or planting of non-native vegetation, however use of urban services, either through extension of utilities or use of comparable on-site alternatives, is not allowed.

### ***CalTrain Stations & CalTrain Line***

CalTrain provides passenger rail services for a large number of San José commuters, residents, and visitors. The locations of existing CalTrain stations, as well as the alignment of the existing CalTrain line, are identified on the Land Use/Transportation Diagram. In accordance with the Plan Vision and the Villages Strategy, new development is concentrated in areas surrounding existing CalTrain station locations.

### ***Proposed BART Stations & BART Line***

Future plans are in place to extend the Bay Area Rapid Transit (BART) system from Fremont to the City of Santa Clara via downtown San José. Four stops are proposed at key locations within the City. The locations of these future stops, as well as the future alignment of the rail system, are identified on the Land Use/Transportation Diagram. In accordance with the Plan Vision and Villages Strategy, new development, especially for employment uses, is concentrated in areas surrounding future BART station locations. The location of a future BART station in Milpitas is also identified on the Land Use/Transportation Diagram, as nearby development in San José, particularly employment uses to the southwest of the proposed station location, is concentrated in order to support the future transit system.

### ***Existing and Proposed Light Rail Stations & Light Rail Line***

The Santa Clara Valley Transportation Authority owns and operates the existing light rail transportation system. Locations of existing and future light rail stations, as well as the alignment of the existing and future light rail tracks, are identified on the Land Use/Transportation Diagram. In accordance with the Plan Vision and the Villages Strategy, new development will be concentrated in areas surrounding existing light rail station locations.

### ***Solid Waste & Candidate Solid Waste Disposal Site***

San José's Solid Waste Disposal Site designation is applied to locations that are either currently operating, as or fully permitted for, a solid waste disposal facility. Guadalupe, Kirby Canyon, Newby Island, Zanker Materials Processing Facility, and Zanker Road Landfill are currently designated active sites. Candidate Solid Waste Disposal Sites are locations that are under consideration for development as active solid waste disposal sites. All current candidate sites are located in inland canyon locations. These sites include Encinal, Metcalf and Tennant Canyons.



These are “floating” designations, only intended to represent general locations. An actual facility would be sited in the most environmentally suitable location. This floating designation allows for a potential alternative to the uses otherwise allowed by the sites’ underlying base designations.

Development of Solid Waste Disposal Sites may occur under public or private proprietorship and may include such related or ancillary activities as equipment maintenance. For Solid Waste Disposal Sites located within the City’s Urban Growth Boundary, collection and processing of materials to be recycled, composting, landfill gas recovery, and energy conversion operations are supported uses and may continue on the site after landfill closure. For Solid Waste Disposal Sites located outside of the Urban Growth Boundary, uses that do not require urban utilities or significant structures, such as composting and processing some construction and demolition materials, may continue on the surface of the landfill following completion of disposal operations. The allowed uses pursuant to this designation should comply with the Zero Waste goals and policies of this Plan.

The designation of a Candidate Solid Waste Disposal Site should be applied only in non-urban locations, outside of the Urban Service Area, where no adjacent or nearby properties are devoted to or planned for uses incompatible with the operation of a landfill. Non-urban land use designations on surrounding or nearby properties may be changed only if the proposed Plan amendment incorporates measures to maintain compatibility with the existing or Candidate Solid Waste Disposal Site. The City Council should acquire or approve a specific solid waste disposal site only if surrounding land uses are compatible with the operation of such a site.

### ***Urban Village Plan Areas***

The following areas have Urban Village Plans which have been reviewed by the City Council and provide detailed land use policy guidance, consistent with the requirements of the General Plan Implementation Policies for Urban Village Areas:

1. Rincon South – The former Rincon South Specific Plan provides land use guidance for the two Urban Villages located within the Rincon South area.
2. North San Jose – the North San Jose Neighborhoods Plan, North San Jose Area Development Policy and North San Jose Urban Design Guidelines address five Transit Employment Residential Overlay areas located within North San Jose. These documents provide land use guidance for these Overlay areas consistent with the objectives of the Urban Village planning process.
3. Alum Rock Avenue (between King Road and Highway 680) – The MS Main Street zoning district, developed specifically to apply to properties located along the portion of Alum Rock Avenue between King Road and Highway 680), provides sufficient land use policy direction to meet the intent of the Urban Village designation as it is applied to those properties.

### ***Area Development Policies***

The Envision General Plan may support a specific amount of job and housing growth within areas covered by Area Development Policies that exceeds the amount identified within the pertaining Area Development Policy. In such an instance, that additional growth capacity will not become available for new development until the terms of the Area Development Policy has been modified to reflect the new capacity, including any requirements for mitigation.

## Transportation Network Diagram

## **Transportation Network Designations**

### ***Street Typologies***

To ensure a balanced, multimodal transportation network, the General Plan organizes streets and other transportation facilities according to “typologies.” Street typologies are an expansion of functional classifications that consider street context and prioritize certain travel modes. For example, the proposed General Plan includes a “grand boulevard” street typology on which the movement of transit vehicles is prioritized over other modes of travel. Street typologies reflect a roadway’s adjacent land uses, appropriate travel speeds, and the need to accommodate multiple travel modes.

The typologies are intended to provide a network of “complete streets” that accommodates the various users of the street network. “Complete streets” describes a comprehensive approach to the practice of mobility planning that recognizes that transportation corridors have multiple users with different abilities and mode preferences (e.g., driving, biking, walking, and taking transit). By addressing the needs of all uses of the transportation network, complete streets not only improve safety for all users and foster strong communities, but also address climate change, by increasing accessibility and viability of travel modes other than the automobile. Adjacent land use influences the functionality and character of the street environment. A well-integrated street system considers the complementary relationship between land use, and local and regional travel needs. The “Complete streets” concept applies to all types of roads from downtown pedestrian streets to high-capacity commercial corridors, and it considers the range of users, including children, the disabled, and seniors.

### **Grand Boulevard**

Grand Boulevards serve as major transportation corridors that connect City neighborhoods. In most cases these are primary routes for VTA light-rail, bus rapid transit (BRT), and standard/community buses, as well as other public transit vehicles. Signal priority for transit vehicles, bus stops, and, where appropriate, exclusive transit lanes, are or can be provided. Other travel modes, including automobiles, bicycles, and trucks, are accommodated in the roadway, but if there are conflicts, transit has priority. Grand Boulevards contribute to the City’s overall identity through cohesive design along the boulevard. Within the public right-of-way, special features could include enhanced landscaping, distinctive and attractive lighting, and identification banners. These streets accommodate moderate to high volumes of through traffic within and beyond the city. Pedestrians are accommodated with ample sidewalks on both sides, and pedestrian amenities are enhanced around transit stops. Transit service is accommodated within other street typologies but is a primary mode on Grand Boulevards.

### **On-Street Primary Bicycle Facility**

On-Street Primary Bicycle Facilities are either classified with Class II (bike lanes) or Class III (signed routes) and are through routes for bicycles providing continuous access and connections to the local and regional bicycle network. Through and high volumes of motor vehicle traffic are generally discouraged, but may be allowed in localized areas where necessary to accommodate adjacent land uses. Local automobile, truck, and transit traffic are accommodated in the roadway,

but if there are conflicts, bicycles have priority. Neighborhood traffic management strategies to slow and discourage through automobile and truck traffic may be appropriate. Pedestrians are also accommodated.

### **Main Street**

Main Streets are roadways that play an important commercial and social role for the local neighborhood area, supporting retail and service activities that serve the local neighborhood residents, and providing an urban street space for social community gathering and recreational activities. Main Street locations are identified within new planned Growth Areas where the City envisions increased density of commercial and residential development or within established neighborhoods that have maintained a traditional central commercial area. Each Main Street may be different in character, and should reflect the key characteristics of the surrounding neighborhoods, while also contributing toward a sense of place, the facilitation of social interaction, and the improvement of adjacent land values through careful attention to the design of streetscape and adjoining public spaces.

The Main Street's physical form supports many transportation modes, with significant emphasis given to pedestrian activity. Like all City streets, Main Streets should also be "Complete Streets", designed and operated to enable safe, attractive and comfortable access and travel for all users, so that pedestrians, bicyclists, motorists and public transport users of all ages and abilities are able to safely and comfortably move along and across a Main Street roadway. Main Streets are streets on which high volumes of pedestrian traffic are encouraged on the sidewalks. Sidewalks should be wide with ample pedestrian amenities, including street trees, high-quality landscaping, pedestrian curb extensions or bulbouts, enhanced street crossings, and pedestrian-oriented signage identifying trails and points of interest. Additionally, signals should be timed to minimize pedestrian delay. Pedestrian crossings should have a high priority at intersections. Building frontages should be pedestrian oriented and pedestrian scale with buildings and entrances located adjacent to public sidewalks.

All Main Streets are also recognized as Neighborhood Business Districts, which are discussed further in the Land Use/Transportation Diagram Designations section of this chapter.

### **City Connector Street**

Automobiles, bicycles, pedestrians, and trucks are prioritized equally in this roadway type. Transit use, if any, is incidental. These streets typically have four or six traffic lanes and would accommodate moderate to high volumes of through traffic within and beyond the City. Pedestrians are accommodated with sidewalks.

### **Local Connector Street**

Automobiles, bicycles, pedestrians, and trucks are prioritized equally in the roadway. Transit use, if any, is incidental. These streets have 2 traffic lanes and would accommodate low to moderate volumes of through traffic within the City. Pedestrians are accommodated with sidewalks.

### **Residential Street**

Automobiles, bicycles, and trucks are accommodated equally in the roadway. Transit use is rare. These streets accommodate low volumes of local traffic and primarily provide access to property. Through traffic is discouraged. Neighborhood traffic management strategies to slow and discourage through automobile and truck traffic may be appropriate. Pedestrians are accommodated with sidewalks or paths.

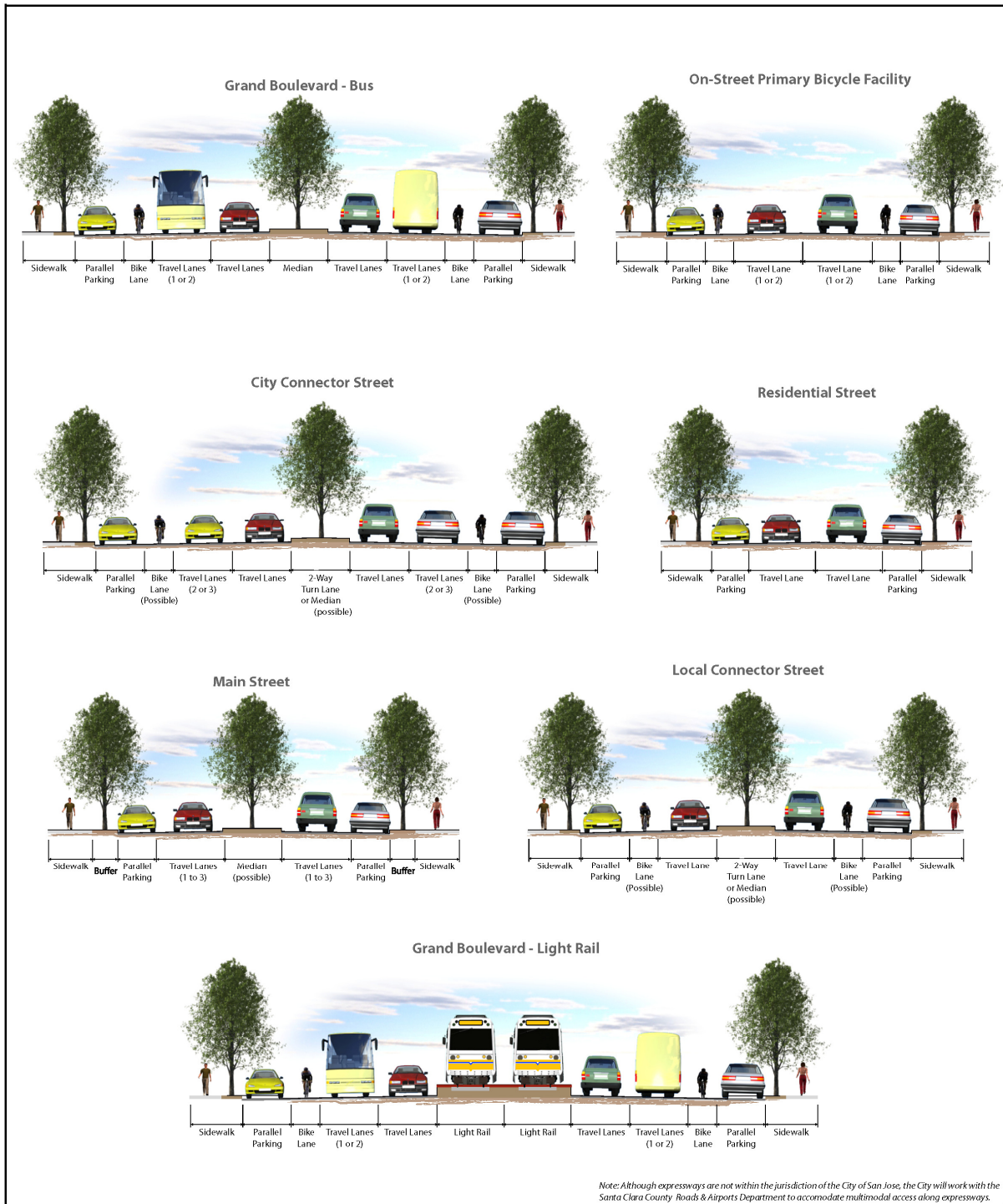
### **Expressway**

These facilities provide limited access to abutting land uses and are designated primarily for traffic movement by serving high volumes and high-speed regional traffic including automobiles, trucks, and express transit buses. Bicycles and pedestrians are either permitted or accommodated on separate parallel facilities. Expressways are maintained and operated by the Santa Clara County Roads and Airports Department.

### **Freeway**

These facilities are designated solely for traffic movement of automobiles, trucks, and express transit buses. Freeways provide no access to abutting properties and are designed to separate all conflicting movements through the use of grade-separated interchanges. Bicycles and pedestrians are prohibited or accommodated on separate parallel facilities. Freeways are maintained and operated by Caltrans.

# Sample Street Typology Cross-Sections



## **Land Use and Transportation Diagram**